



New buses for Route 28



Mattapan Branch
Library

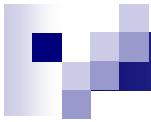
June 23, 2010



Before we begin

- Hard of hearing? Assistive Listening Devices are available on request
- Spanish translation—
¿Necesitas un traductor?





Meeting agenda

- Introductions
- Why new buses?
- Why Route 28?
- Next steps
- Questions & Answers



Why new buses?

■ Fleet renewal

- 25 new buses delivered
- Funded by ARRA (Federal Stimulus)
- Extra buses now allow for mid-life maintenance overhauls to be performed on select buses
- Will allow for retirement of 25 of the oldest buses in the fleet—16-year-old diesel high-floor RTS buses



Why new buses?

- Greater capacity:
 - 57 seats, instead of 39
- Greater accessibility
 - Full curb-side of bus “kneels” for improved boarding and alighting
 - Adds more ramps rather than lifts to fleet for reliability and faster boarding/alighting for wheeled mobility devices



Why new buses?

■ Cleaner & Greener:

- ☐ Hybrid-electric – 20% more fuel efficient than current buses
- ☐ Meet 2007 EPA emission standards
- ☐ 61% lower NOx emissions than Silver Line, and lower PM than current Route 28 buses
- ☐ Bike racks
- ☐ Quieter
- ☐ **Cleaner buses, cleaner air, healthier communities!**



Why new buses?

■ Experience & success:

- 60-foot buses in use since 2003 on Silver Line, and since 2005 on Route 39. Also trial use on Routes 16, 32, and 504.
- People like them: 93% of Route 39 users surveyed want 60-foot buses on their route
 - **“More buses should be high capacity”**
 - **“They should make all buses like this”**
 - **“Great new buses”**



Why Route 28?

- Capacity needs

- 5th busiest bus route
- Over 12,000 daily boardings

- **91% of surveyed Route 28 users favorable**

- “...larger buses would accommodate more strollers, elderly, or disabled.”
- “...always overcrowded in the afternoon”
- “This bus be crowded as he[ck]. The summer is here and its really too hot to be this crowded.”



Short-term parking impacts

- Longer buses = longer bus stops
- Better access for Seniors & persons with disabilities; some existing stops too short

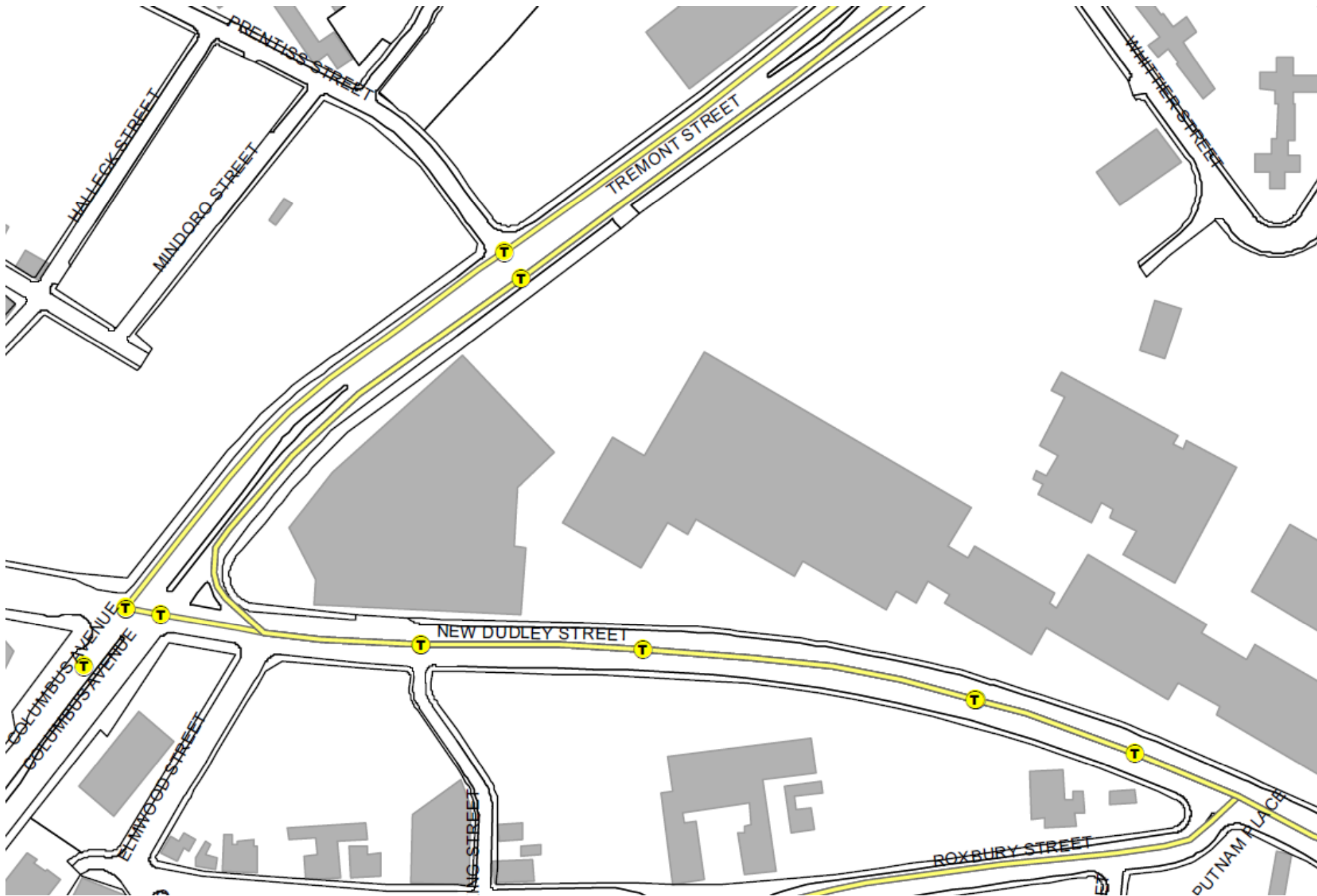




Parking impacts

- Temporary loss of 1-2 parking spaces at some stops, until future public process
- 60-92 spaces overall along entire route
- **33-40 are in business districts, areas of high parking demand**







opp Kearsarge Avenue



Kearsarge Avenue



St. James Street



Moreland Street



Dabney Place



Waverly Street





Townsend Street



Holburn Street



Wyoming Street



Gaston Street



Waumbeck Street



Intervale Street



Brunswick Street



Sunderland Street



Crawford Street



Paxton Street

opp Health Center

Goodale Street

Westview Street

opp Clarkwood Street

Callendar Street

Hazleton Street

Arbutus Street





Next steps

- New buses slated to begin operation June 26
- Monitor individual stop changes over summer, using community, business, and abutter input
- Stop consolidation, restoring parking spaces will be accelerated – process to begin late summer / early fall.
 - Route 39 example: stop consolidation creates more parking than there was before 60-foot buses began





Bus Stop Consolidation

- Goal: Removal of redundant bus stops
- 27 stops are less than a 2-minute walk from the previous stop
- Average stop spacing today: 738 feet
- Recommended spacing: Every 750-1320 feet (4-7 stops/mile)
- Prior studies estimate 25 stops on the Route 28 can be consolidated. 86 stops reduced to 61.

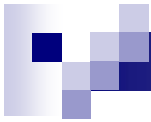
Benefits

- Faster trips
- Less stop & go
- Improved reliability
- More automobile parking

Other Community Process Opportunities

- Ongoing community & business engagement to look at Roxbury-Dorchester-Mattapan Transit Needs
- Bus stop improvement program





Question & Answer

- Thank you for coming! Share your thoughts here, or contact us.

MBTA Operations, 5th floor
45 High Street
Boston, MA 02144

Hotline: (617) 222-6757
TTY: (617) 222-5146

